

USE OF AIRPLANES FOR LOFT TRAINING

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CAPT. SELE: The use of an aircraft for LOFT training or line oriented flight training is something that we've all been doing for a number of years. We probably didn't call it LOFT. We probably called it upgrade training or new hire training or transition training. Or my specialty is remedial training. That's for those of you who know what that's all about. In case you fail the check ride, I'm the guy you have to come and see.

We've been doing some experimenting and some evaluation using the airplane. We've also seen some very good positive points for the use of an aircraft. First and foremost, I guess, all of us who fly airplanes have the equipment so we don't have to go out and buy a simulator. We don't have to go out and buy a table top or anything else. We've got the airplane right there. All you have to do is make one mistake and you'll find out.

One of the areas that we thought was another positive point for this was flight crew workload. We had been involved in this program for quite some time with Dr. Lauber's speech back in Tampa. And one of the things we were concerned with or I became involved with is if you put somebody in a chair and let them sit there all day to make a decision, it's real easy to make a real good decision. But if you get that man in the chair that's going through the air at 400 knots, and the fuel is going out about that fast and you have to make a choice, that changes the picture a little bit.

We also found some very important negative points I guess is the best way of describing them. One is safety. We put the British Aerospace 146 in service on June 27th, and we picked that particular airplane up in England a couple of weeks prior to that. I was fortunate enough to be able to go over and get the airplane and bring it home. When we got it home we had to get the airplane configured with the seats. We had to have a conformity check by the FAA, then we had to go through the proving runs. Part of the proving runs turned into a real circus. Dick Collie was out there and rode along with us a few days on that, and he can attest to the fact that it was indeed a circus.

We had a number of crews involved, and we had one management pilot, one line pilot, be it a captain or a first officer, fly the airplane. We had FAA representatives on board, of course, in the jump seat. We had FAA representatives in the back. We had manufacturers representatives and some maintenance people and all of this sort of stuff. But what we primarily did is look at this as an opportunity to evaluate the use of an airplane for LOFT training. Our evaluation process was that we had my director of training, my director of in-flight training, another check airman, and the line check airman involved in the program. They were able to observe during this process how we could in fact do that kind of training in this airplane. You have to have some airplane where you can get somebody up in the cockpit, we felt. Both the Dash 7 and the 146 have adequate jump seats. We have those people up front; they can watch it.

The big issue that came up right away at the top of everybody's list when we got through with this program and asked for an evaluation of it was safety first and foremost. If you have two line pilots in the airplane and an instructor, we are real reluctant to do a massive AC failure. You don't always start out with the a massive one, but if you were familiar with the Dash 7 or the 146, you can start shutting down AC systems and pretty soon you can have a massive.

So we considered the top issue there was the safety of using the aircraft for that. That's the reason that the simulation business got started, I think, in the beginning. Another consideration in using the aircraft is economics. You are going to have to pay for the crew costs, the fuel, the maintenance and all of the rest of the items. And the availability of the aircraft is another one that had to be considered.

We have one 146 running at the moment. The number two airplane should be leaving England in about 24 hours and be home in about 48. It will be on the line on Sunday, providing that the weather agrees with us up in Gander and we can get through there.

So aircraft availability is a problem since we in the regional airline business or commuter airline business fly the airplane from six o'clock in the morning until 11 o'clock at night. Maintenance wants the airplane at 11:05 and wants to give it back to you at 10:15 the next morning, the usual schedule. So we are competing with them, and we are doing our flight training, our check rides and this type of thing in between those hours. That's a very difficult task to be accomplished, particularly when the vice-president of maintenance is a lot larger than you are.

I know that many of you have different problems than we at Air Wisconsin have in this area. We have a different operating environment. I don't know why the fellows down at Scenic go through instrument training. I don't know if they have ever seen a cloud down there. Those of us that are operating in and out of Chicago all the time get a few clouds. Some of them are manmade even.

I hope that as a result of this seminar that all of us can obtain the information necessary to begin or to go forward with a cockpit resource management or a LOFT training program. I am going to be chairman, I understand, of group number five, and we will be happy to entertain any of those questions at that time in reference to any of those items or anything else that you have. I am going to cut this very short and say that we are open for questions at this time in the use of the aircraft or in any other areas. Thanks, gentlemen.

DR. LAUBER: I'd like to jump right into the planned presentations for this morning and introduce our next two speakers. We're going to be talking about airman education and safety awareness programs including a presentation on the Aviation Safety Reporting System. Jack Enders is currently president of the Flight Safety Foundation and has been there since 1980 in that capacity. Jack has a total of 30 years of experience in aviation starting back as a NASA rocket research engineer which has a kind of spiffy ring to it. He was an Air Force pilot flying the RB47, C45, U3. After completing his Air Force tour, he became a NASA research pilot and was involved in zero g flight testing. Then, for a long period of time he planned and directed NASA aviation safety research and development in all kinds of areas, whether research, crash fire research, tire design, all-weather landing protection and a whole series of things that Jack was involved in during his years at NASA. He was also on temporary assignments to this office of aviation policy with the Executive Office of the President and in the FAA office of aviation safety, and has served on many safety oriented committees and panels, authored many technical reports. We're very pleased to have Jack with us this morning.

The second speaker will be Bill Reynard. Bill is chief of the Aviation Safety Reporting Office here at NASA-Ames. Bill is a lawyer, but we've all forgiven him for that. He's also a commercial pilot with instrument and multi-engine ratings. He's a graduate of Ohio State University, which in the opinion of some of us, makes up for him being a lawyer, and before joining the Aviation Safety Reporting System was the executive director of the National Association of Flight Instructors and was with the AOPA in Washington for a period of time.